

Potential Improvements for Monterey Highway

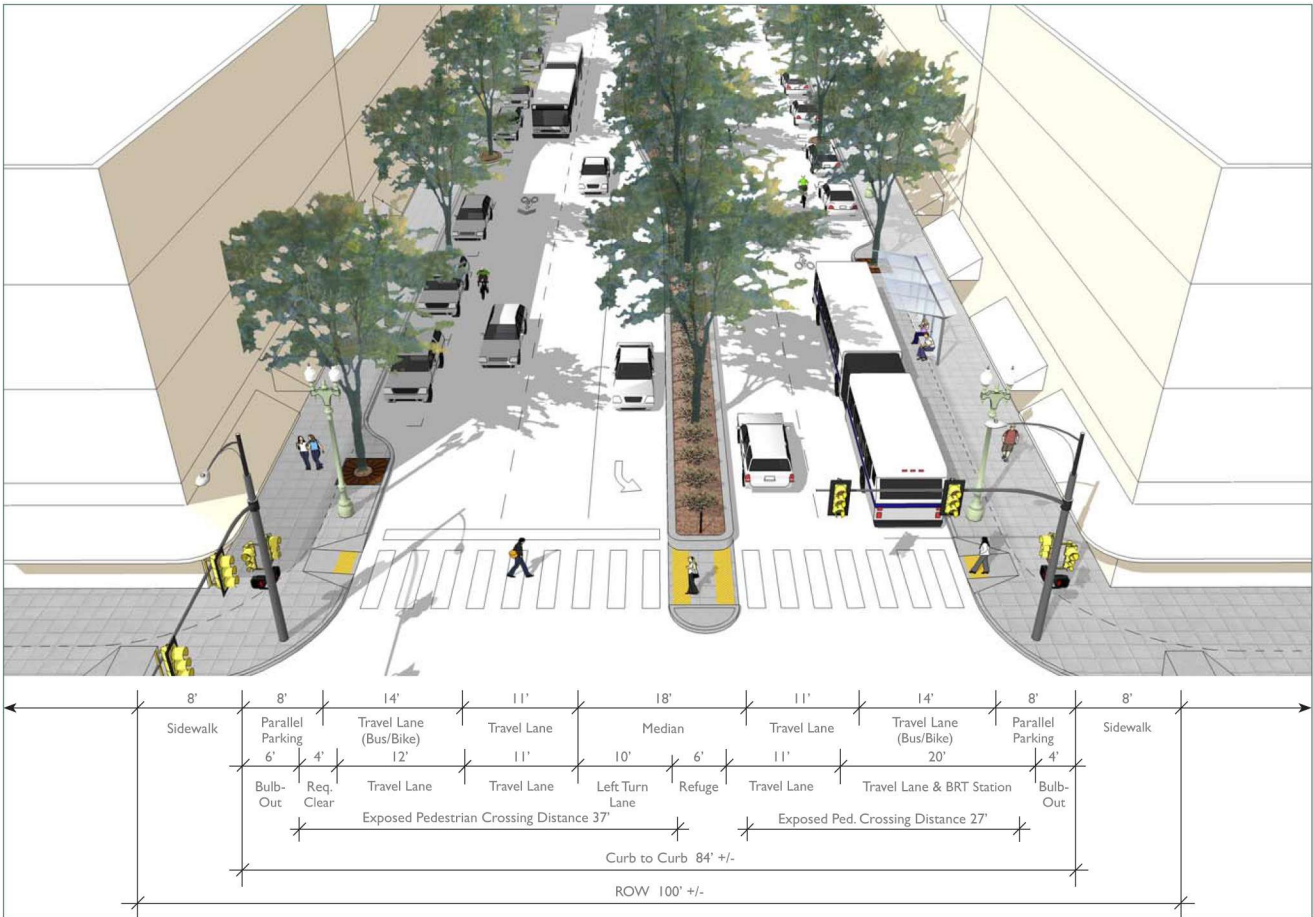


Figure 5-35. 4-lane node - BRT in mixed flow

The Grand Boulevard

San Mateo and Santa Clara cities and counties are working with Caltrans to develop options to transform the State Route 82, El Camino Real, into a multi-modal facility that will support transit, pedestrians and mixed use development.

As part of the development of visual design guidelines, we can examine, borrow and adapt the work that has already been done elsewhere on SR 82 to develop a vision for the reconstruction of Monterey Highway.

The images presented here are culled from the Grand Boulevard Street Design Guidelines. More information is available at:

www.grandboulevard.net

http://www.grandboulevard.net/images/stories/documents/DraftCorridorPlan/5_street_design.pdf

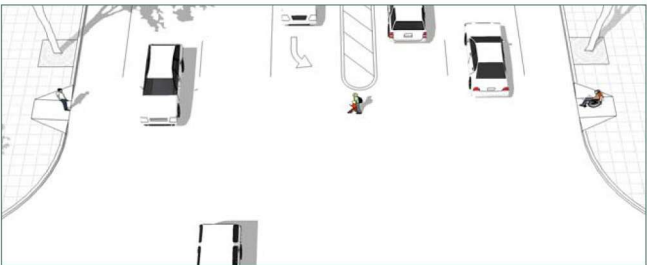


Figure 5-6a. Existing unsignalized intersection

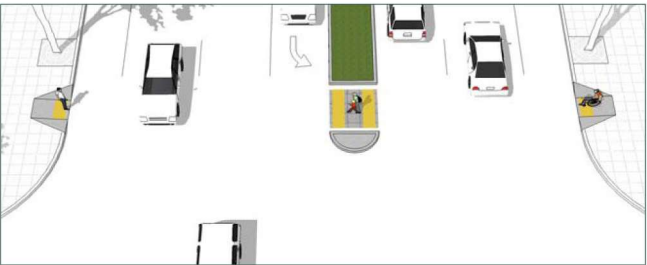


Figure 5-6b. Unsignalized intersection with pedestrian refuge



Figure 5-6c. Unsignalized intersection with refuge and bulb-outs

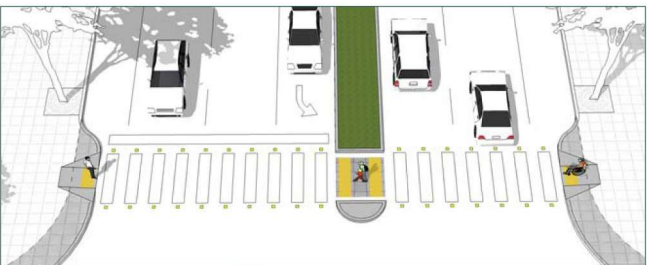
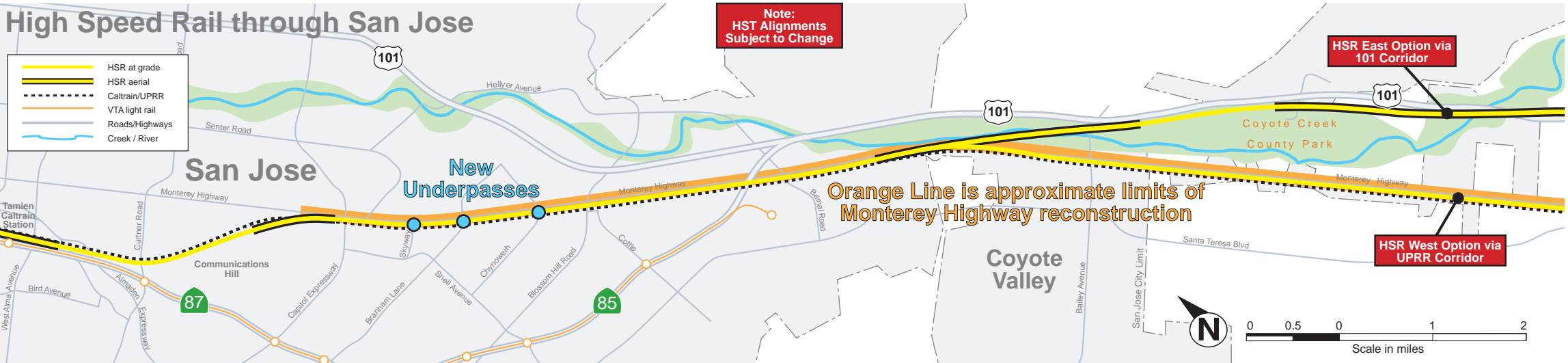


Figure 5-6d. Unsignalized intersection with refuge, bulb-outs, striped crosswalk and optional in-pavement pedestrian-activated flashers



Figure 5-6e. Signalized intersection with refuge, bulb-outs, and striped crosswalk



Multimodal Roads

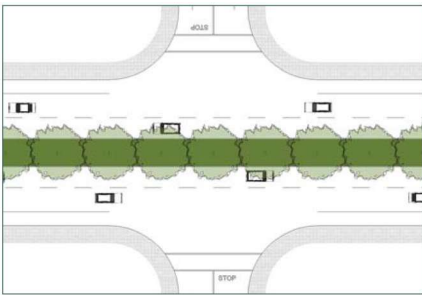


Figure 5-7a. Existing median-obstructed intersection



Figure 5-7b. Median-obstructed intersection with proposed crosswalk and mid-block refuge



Figure 5-7c. Mid-block crossing with bulb-outs, angled refuge, striped crosswalk, and pedestrian-activated signal



Figure 5-8a. Refuge at intersection



Figure 5-8b. Refuge at mid-block crossing

Multimodal

Roadways need to work for not only automobiles, but also pedestrians, bicyclists and transit. The images on this page show some of the details from the Grand Boulevard report that are part of multimodal street design.

Bus Stops

Part of transit service is waiting for the vehicle to arrive. Providing a safe and sheltered place to wait improves the experience of transit.

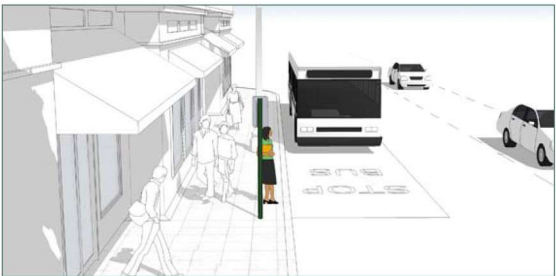


Figure 5-18a. 8' sidewalk: No space for bus shelter

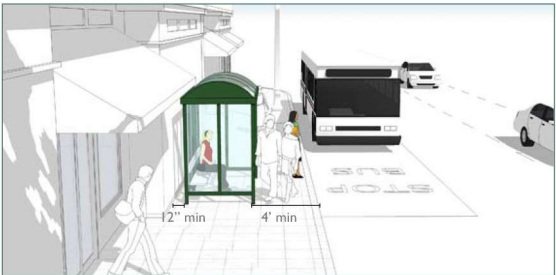


Figure 5-18b. 10' sidewalk: Bus shelter adjacent to building



Figure 5-18c. 18' sidewalk: Bus shelter at curbside

Safe Crossings

On roadways like Monterey Highway, where intersections are widely-spaced, pedestrians may have a difficult time crossing the roadway. Some of these images show solutions to provide improved pedestrian crossings on busy roadways.

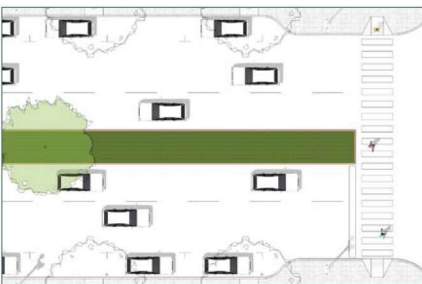


Figure 5-12a. 100' sight distance setback per Caltrans standard

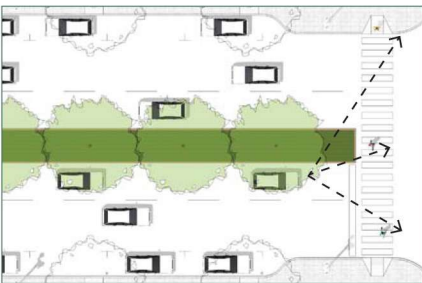


Figure 5-12b. Reduced sight distance setback with sight distance study

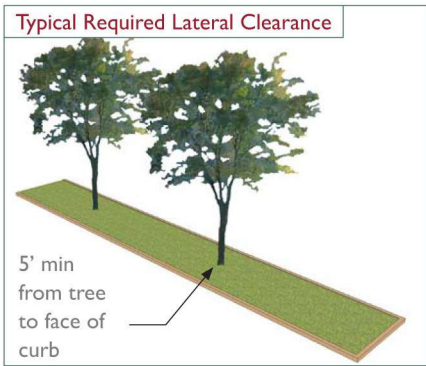


Figure 5-13a. Wide median with single row of trees

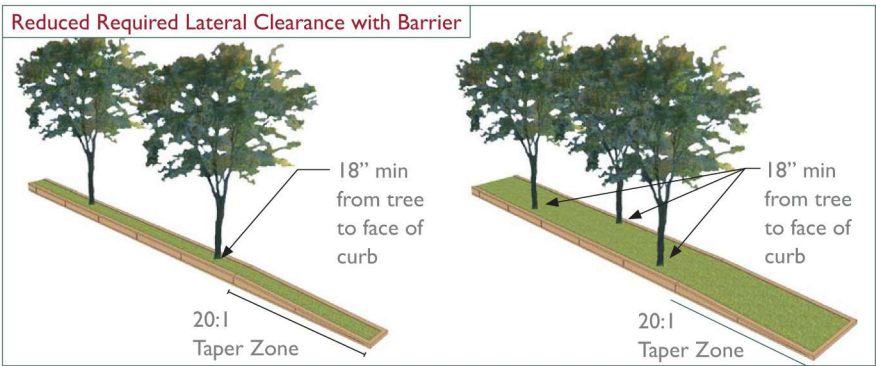


Figure 5-13b. Narrow median with single row of trees and barrier (left) and wide median with double row of trees and barrier (right)

Trees and Sightlines

Trees and landscaping are part of roadway design. Their size and location needs to take into account safety. Trees should not be located where they will limit drivers' ability to see approaching vehicles, people or other potential hazards. These drawings point out some of those situations.

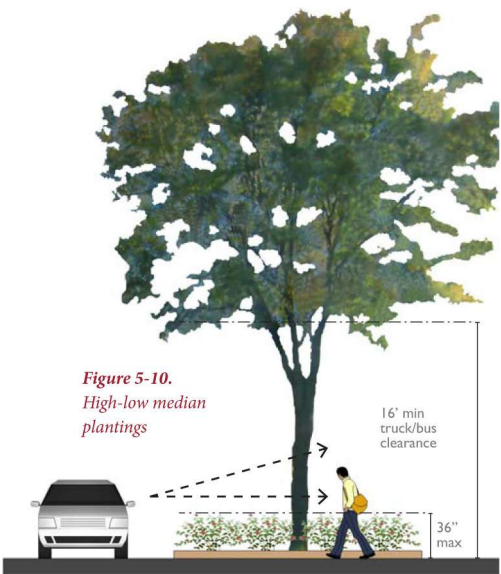


Figure 5-10. High-low median plantings

Coyote Valley Plan



FIGURE 19: ILLUSTRATIVE STREET NETWORK

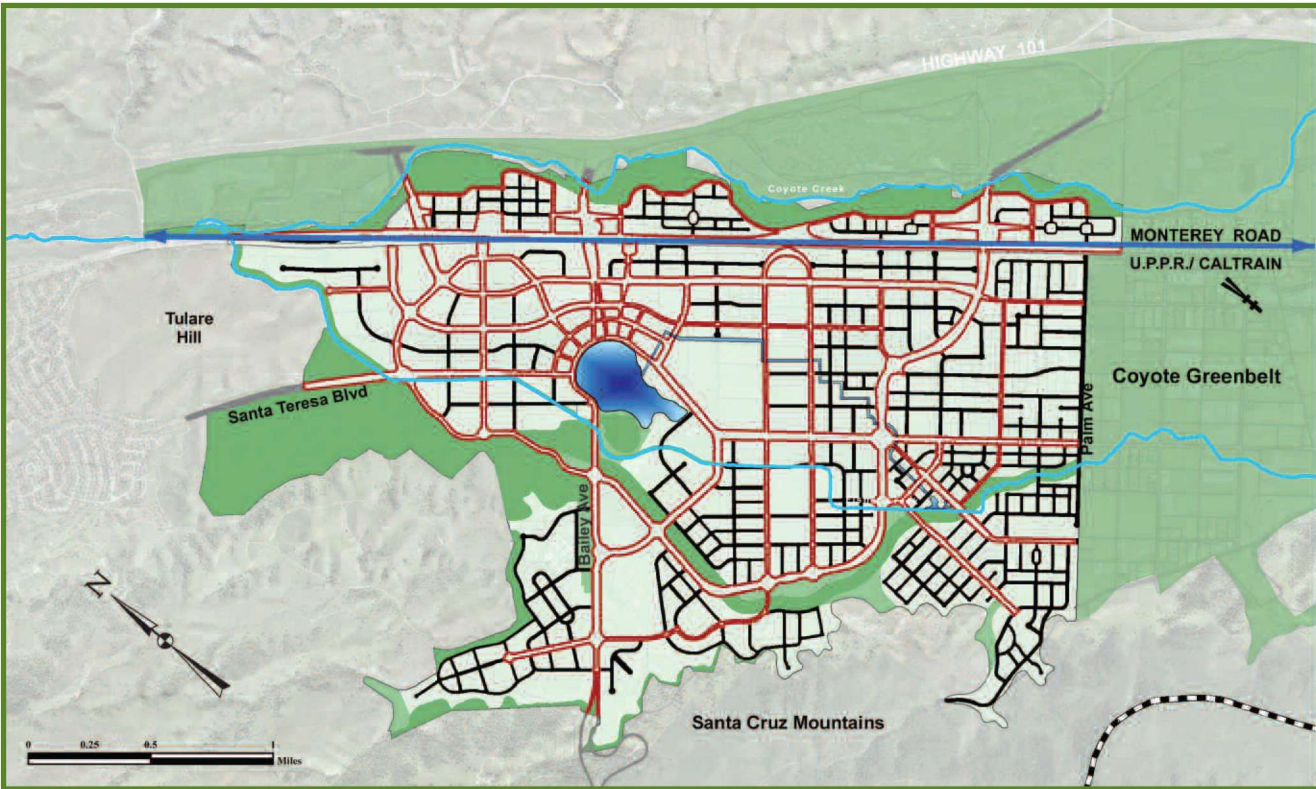
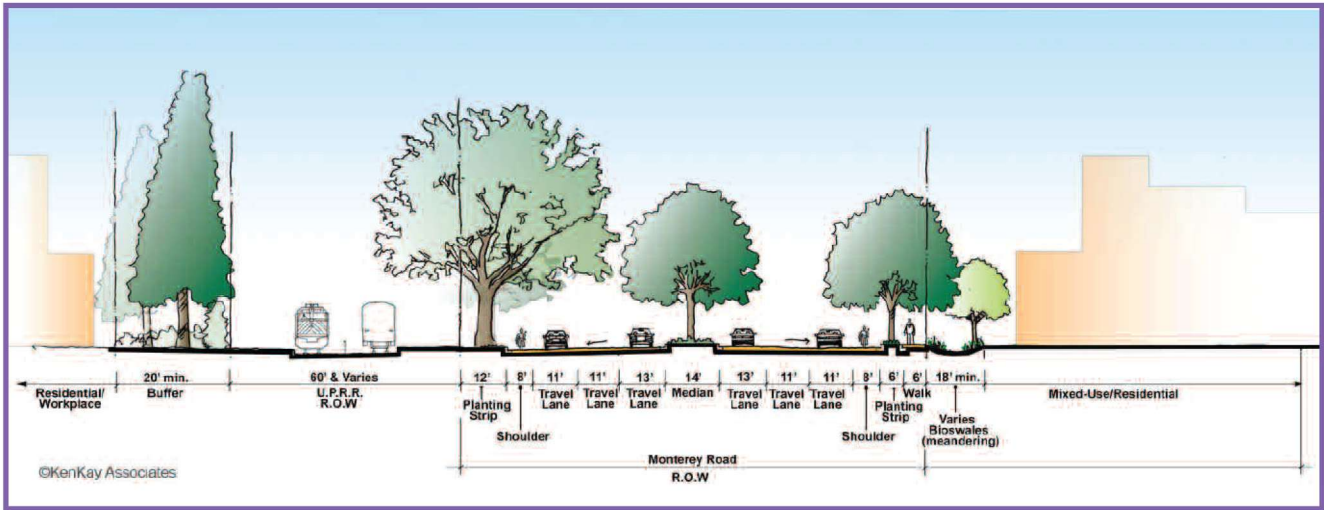


FIGURE 36: MONTEREY ROAD SECTION

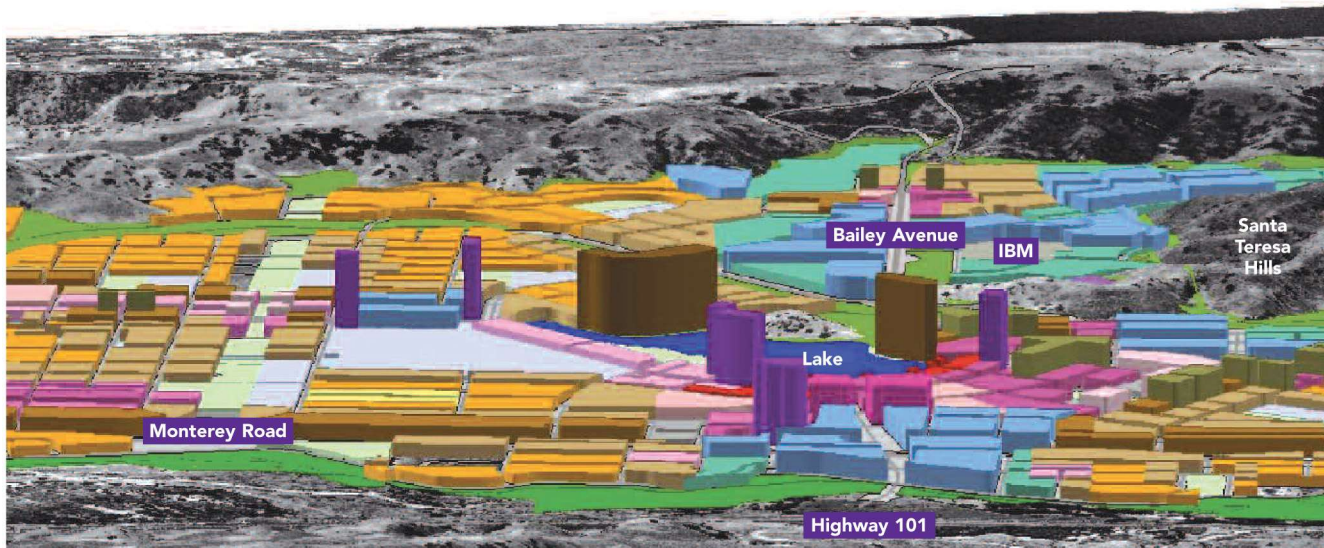


Coyote Valley Plan

The City of San Jose has developed its vision for the Coyote Valley. These are a few images from the plan to provide context for the transformation from rural to urban over the coming decades. More information is available at:

<http://www.sanjoseca.gov/coyotevalley/>

FIGURE 14: ILLUSTRATIVE RENDITION OF MAXIMUM HEIGHTS



Proposed Grade Separations along Monterey Highway



New Grade Separations for HST and UPRR at Skyway, Branham and Chynoweth

To create new street underpasses (grade separations) beneath the HST and UPRR/Caltrain tracks along Monterey Highway in the urbanized areas of San Jose, both the cross street and Monterey Highway are proposed to dip down. The conceptual diagram at right highlights this design. The intersection shown is Skyway Drive and Monterey Highway, but the situation is similar for all three proposed undercrossings.



New Grade Separations along Monterey Highway in Coyote Valley

In the rural areas of San Jose, roadways will likely pass over the UPRR/Caltrain tracks, HST and Monterey Highway, like the existing Bailey Avenue overcrossing.

Bridge Types



Concrete Frame Viaduct, V-Piers



Steel Girder Viaduct , Haunched Main Spans



Wall-Type Piers, flared at top

Steel Tied Arch, vertical cables



Extradosed Concrete Box Girder Viaduct



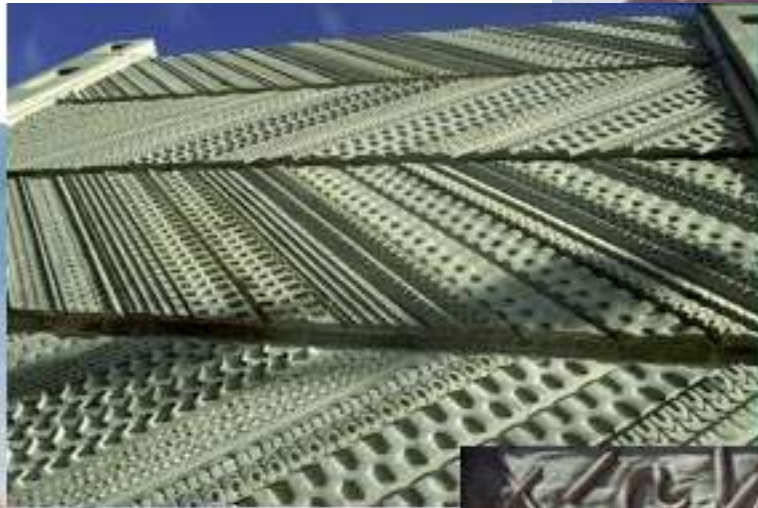
V-Piers



Walls

Walls

A sampling of images from the last CWG meeting's materials.



Art, Landscaping, Light



Where is light most effective?

...for drama/artistic (e.g. long spans), safety, helping to create transitions, other?

Where is landscaping most effective?

...for shade, screening, creating gateways & transitions, places for walking, etc.

Public art?

..what type of sites are good for gateways, emphasis/big ideas, community engagement, screening, enhancement.



Public Art



Artwork

A sampling of images from the last CWG meeting's materials.



Landscaping



Manzanita



Mountain Mahogany



Coyote Brush



California Buckwheat



Canyon Oak



California Buckeye



She Oak



Wormwood



California Pepper Tree



Rosemary



Rhamnus



Acacia



Wild Lilac



Blue Gamma



Bottlebrush



Saltbush



Rockrose



Hawthorne



Echium

Plants and Landscaped for Summer-Dry Climates of the San Francisco Bay Region

Examples of low- to no-water trees and bushes from the East Bay Municipal Utility District's well-respected book.